



Ten Year Club Annual Dinner Attended by Nearly 300 Members

Unveiling of Honor Roll Among Features of
Successful Evening

Many Veteran Employees Honored

The Annual Dinner of the Ten Year Club was held at the Geneva Inn on Route 26 on the evening of November 14th and was attended by what might well be considered a record turnout under wartime conditions—281 were present when the meeting was called to order.

Following a broiled chicken

dinner, during which many an old friendship was renewed and many a new one formed, the entire gathering rose to sing the Star Spangled Banner. The ensuing business meeting, with President Wilbur Spencer presiding, was short and to the point. Treasurer Clyde Case received quite an ovation when he reported a balance of \$961.00 in the treasury, while Financial Secretary Arthur Egan gave a most heartening statement regarding the matter of dues collection.

At this point Paul Cranmer, a veteran of World War I, was called to the rostrum to unveil the Honor Roll of the club which had been made by Oliver Lozier of Survey and Plans. As the bunting was drawn aside revealing the names of 75 club members now in the service, spontaneous applause drowned out the words of the speaker. The honor roll incidentally is an outstanding creation and will hang in the Board Room of the State House Annex.

Award War Bond

The Suggestion System of the Highway Department took the spotlight when Chairman Arthur Lichtenberg was called upon to present the Ten Year Club's War Bond award to Harry Fowler of Survey and Plans. The officers of the Club had chosen Fowler's suggestion which resulted in the adoption of the "radius" definition as the basis for curve computation as standard Departmental practice, from the entire list of accepted suggestions.

Honorable mention was given to three others because of the excellency of their ideas. These men were: George A. Heffernan of the Bridge Division, who, although not a member of the club, was recognized for his suggestion resulting in the establishment of a Departmental library; William Skillman of the Maintenance Division, who suggested a safety shield for tar pots; and Richard A. Snyder of Maintenance, who suggested a Department travel officer to handle personnel transportation during gasoline restriction.

Veteran Employees Honored

Following a few brief remarks by Carman Davis, Chairman of the Service Awards Committee, Mr. C. F. Bedwell, Acting State Highway Engineer, presented silver emblems to 28 club members who had completed 20 years service (Continued on Page 2)

New Columnists Make Their Bow

Schaller and Kilpatrick
Assume Reporter Roles

The Electrical Division and Laboratory columns in this issue of THE HIGHWAY and for many issues to come will represent the reportorial efforts of John Kilpatrick and Norman Schaller.

These gentlemen are taking the places of Reginald Bowen and Abram Watov, whose recent assignments have taken them out of their respective offices and far removed from the general news of their divisions.

It is with regret that the editorial staff of THE HIGHWAY bids good-bye to Bowen and Watov. They have both devoted a great deal of time to news gathering in their past columns and have set a high standard for their successors. At the same time it is nice to welcome two new columnists and to wish them every success.

THANKSGIVING DAY ASSUMES WORLDWIDE SIGNIFICANCE

Seldom in the eighty-one years since Abraham Lincoln first proclaimed the fourth Thursday in November as a day for thanksgiving and "praise of God for the mercies of the past year," have the American people approached Thanksgiving Day with fuller hearts. For we can give thanks not only for the blessings which have come to us at home, but to the oppressed people of many lands.

Since last Thanksgiving Day no less than 15 countries formerly under the heel of the oppressor have been liberated. Over the capitals of Rome, Vilna, Paris, Bucharest, Brussels, Monaco, Luxemburg, Sofia, Helsinki, Tallinn, San Marino, Riga, Athens, Belgrade, Tirana, fly the flags of these countries—proud symbols of their rebirth as free nations. The rejoicing of the people in these liberated countries will be shared in by us on Thanksgiving as American troops or American supplies have played an important role in their liberation. In those nations which are still in bondage there will be a silent thanksgiving that the hour of their deliverance is not far off.

But the war is not yet over; some of the grimest days of fighting undoubtedly lie ahead. Yet withal there will be much to be thankful for; much for "praise of God for the mercies of the past year." With the act of thanksgiving must be joined an act of rededication by us all to the unfinished task that lies ahead—the task of winning the war and then building an enduring peace upon the foundations of justice, freedom and good will.

Spencer Miller, Jr.
State Highway Commissioner

Anthony J. Wineas

It is with deep regret that we report the death of Anthony J. Wineas, age 54, of Garfield Avenue, Atlantic Highlands.

Mr. Wineas joined the Highway Department January, 1941, as a roadman and had been assigned to the Perth Amboy office of Survey and Plans since that date. He is survived by his wife, Mrs. Josephine Wartens Wineas, and two sisters, Mrs. Piskorski of Jersey City, and Mrs. Crowley of Long Island, to whom THE HIGHWAY extends every sympathy.

Edits Annual Report

The article on Winter Safety Control appearing in this issue of THE HIGHWAY is taken from the 1943 Annual Report which recently received such favorable notices in the press throughout the east.

Like other articles appearing in the report, this represents the efforts of Vincent Langan working in cooperation with our various Divisions.

The flow of congratulatory letters received by Commissioner Miller would seem to indicate that this was the finest report ever put out by the Highway Department.

Iran to Trenton In Forty Hours Record of McCann

Worked on Russian Supply
Route

One of the lesser known theatres of operation in the present war runs from the Gulf of Persia up through Iran and the Caucasus and into southern Russia.



CAPT. McCANN

Here a hardy contingent of American Engineers have forged a life line from the sea to the Soviet Union over which passes a never ending stream of vital supplies. With the exception of the Murmansk supply route through the Arctic, this newly developed artery forms Russia's only connection with her allies.

Winding from the mouths of the Tigris and Euphrates Rivers up through the land of the Arabian Nights runs this road built by American Engineers, and from here it was that Captain George J. McCann recently returned on leave. As a member of the Persian Gulf Command, George had acted as a construction foreman in charge of two camps spaced some seventy miles apart.

A Mountainous Highway

After leaving the comparatively flat lands near the gulf, this highway starts to climb as it winds its way northward and the almost unbearable heat of the lowlands gives way to cold nights when the right-of-way reaches elevation of 6800 feet. In fact, blankets were needed throughout the year at one camp where McCann made his headquarters.

Actual construction was greatly impeded at the start because it was impossible to get enough heavy equipment in that remote region. But before long adequate supplies were at hand and progress speeded up despite the heavy rains which prevailed from November until April.

Prices Sky High

Due to understandable scarcity, certain articles reached fabulous prices. There was the instance of a 1942 Buick selling for \$40,000.00, and a pair of new tires being purchased by a native contractor for the unheard of sum of \$3,100. Other examples could be mentioned, McCann said, but these would serve to illustrate to what limits a black market could sky rocket prices.

Everything possible has been done to make the life of the American soldier in Iran a pleasant one. Sports provide most of the recreation and Capt. McCann told of the basketball courts and volleyball courts which had been constructed and how men after a long hard day of road construction played hard at these games until the lights went out at 11:00 p. m.

They also followed with keen interest the recent World's Series (Continued on Page 2)

Motoring Safety Demands Greater Expenditures

Ice Control Assumes Prominent Place in Winter Program

The phenomenal growth of winter safety control operations during the past 22 years has been such as to more than triple expenditures and the amount of equipment used, increase the use of abrasives in ice control ten-fold, and increase by 250 per cent the state mileage plowed.

From an expenditure of \$216,000 in 1922, winter safety costs have increased to a high of \$850,000 in recent years. During 1943 there was expended \$692,000 in ice control, snow fence and snow removal operations.

In the past winter season these operations covered 1,653 miles of the State Highway System, compared with 622 miles in 1922. Further, the construction of multi-lane and dual highways, traffic circles and highway grade separations in recent years, has actually increased the mileage plowed—in terms of the two-lane roads of 1922—to 2,800 miles.

The composite parts of the Department's winter safety control operations are recorded in five expensive items: plowing, snow fence, patrolling, chlorides and abrasives. The item of abrasives in ice control involves a cost of more than 50 per cent of the total expenditures and has expanded more than any other winter maintenance item in the past several years.

Much Equipment Used

Removing snow from the highways includes a number of combinations (Continued on Page 3)

Speakers' Table at Annual Dinner



Retiring President Spencer addresses the Ten Year Club while his listeners register expressions of rapt attention. Reading from right to left, at the speakers' table are C. F. Bedwell, Eugene V. Connett, Robert G. Martin, Richard Snyder, Robert MacMullin and Eugene Beckner. Many others in the gathering will be recognized.

THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

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OLD PETE RETURNS

Old Pete has returned to his old haunts. Many of you will recall Pete as the one-legged sea gull who has spent his last fifteen winters at the Route 35, Manasquan River Bridge. True to tradition, the old fellow arrived this year during the first week in October, apparently unmindful of world events which have disrupted the schedules of millions of humans. Needless to say, Pete's arrival was the source of a great deal of satisfaction on the part of his old friends, the bridge tenders.

There perhaps is a moral to be drawn from this story of a bird whose constancy has made him known to big and little folk from coast to coast through the medium of an Associated Press story. If there is, you'll have to draw it for yourself. We only thought you'd like to know that Pete was starting his sixteenth winter at Manasquan.

Ten Year Club Annual Dinner

(Continued from Page 1)

with the Highway Department. These men were: Wesley Bates, Harry Baum, Ronald M. Beck, H. E. Cary, Monroe Chambers, John T. Deter, Fred C. Dileo, T. P. Doell, Chas. O. Dobbins, Henry Henken, A. S. Herron, Harry R. Hill, David L. Howell, R. C. MacMullin, M. Marchettini, Thomas P. Pierce, Barney Ruderman, Wm. J. Ryan, Wilson Sharpe, Irving Schmidt, Harry C. Short, J. S. Smoliga, Chas. H. Spence, Jos. Stoll, R. B. Titsworth, M. L. Vail, Roger H. Voorhis, and Frank Wilday.

Mr. Eugene V. Connett, Administration Assistant, and Mr. A. Lee Grover delivered well received talks in which they praised the Ten Year Club as an outstanding organization. It was at this time that Mr. Connett proved himself to be a story teller of no mean ability.

Due to the fact that he was unable to get plane transportation, Commissioner Miller, who had gone to Boston to attend a post war highway conference, did not arrive until later in the evening. Rather than delay the program too long, President Spencer called upon Mr. Connett to pinch-hit for the Commissioner in awarding the gold pins to 34 veteran employees upon the completion of 25 years service. The men who had completed a quarter of a century were: Alfred G. Bailey, Ernest J. Birch, Frank W. Bird, Samuel E. Bullock, John A. Carpenter, Geo. W. Conover, Paul W. Cranmer, Howard B. Davis, E. J. Davison, P. L. Davison, Frank Devereux, Raymond S. Drake, T. Willard Emmons, Harry Fowler, Fred L. Gerard, Edw. Hankin, Wm. W. Hunt, Walter A. Johnson, James E. Kersey, Jr., Arthur J. Lutz, Neil MacDougall, Wm. Manning, Anthony Marino, Harry Marvin, Austin F. Newman, A. A. Paul, L. C. Petersen, Harold D. Rice, Kenneth D. Rice, Arthur H. Stetser, Earl Storer, Chas. H. Weller, John Walklett and Cyril C. Wimpenny.

An unusual feature of the 25 year award occurred when the severals Harold and Kenneth Rice received their emblems at the same time. This will in all likelihood be the only time in the history of the club when such a unique event will take place.

Martin Elected President

When the results of the balloting were announced, it was disclosed that Robert G. Martin of the Equipment Division had been elected president for the coming year. Other officers who will aid Martin in the management of the club are: W. Eugene Beckner, 1st vice president; Harold Jemison, 2nd vice president; Flavien Treton, 3rd vice president; Edward Drake, secretary; Chas. Engemann, assistant secretary; Arthur Egan, financial secretary; Clyde Case, treasurer.

In his acceptance speech Martin thanked all who had cooperated with him as chairman of the entertainment committee during the year just past and asked that he

be accorded the same fine cooperation as president. He left no doubt in the minds of his listeners that he was deeply grateful for the honor accorded him.

Speaks of Conference

Commissioner Miller arrived at this time as a result of a hurried trip from Boston where he had sat in conference with Governor Saltonstall and other officials on the matter of more equitable distribution of federal post war funds among the urban states. He stated that a new bill would be presented which, if successful, would give New Jersey about 6 million dollars additional funds.

The Commissioner was unstinting in his praise of the organization and the manner in which it had cooperated with him during the past year. He predicted a long and successful future for the Ten Year Club.

Following this stirring address the evening was turned over to an excellent show and it was long after midnight when the last of the large gathering straggled out into the night, satisfied that this was an Annual Dinner long to be remembered.

McCann Returns In Record Time

(Continued from Page 1)

which was broadcast by short wave to the armed forces. It seemed strange, however, to hear the first batter swing at 10:30 at night and to have the game run on past midnight. Night or day, however, these Americans followed every pitch with as much enthusiasm as they would have shown had they sat in Sportsman's Park, St. Louis.

Took Foreman's Exam

It was while here that George received word one day to report to his commanding officer. Upon arrival he was informed that he was to take a Civil Service Examination which had been sent on from New Jersey for the position of Foreman with the Highway Department.

Right then and there Captain McCann sat down while the Colonel conducted the test with such severity that he felt he surely must have failed. It was not until months later that the word came from New Jersey that he had passed. George feels that the interests of Civil Service are in good hands when conducted by officers of the Persian Gulf Command.

Reduces Travel Time

After entering the Army in May of 1942, Capt. McCann was assigned to the 334th Engineers then training at Camp Belvoir, Va. From there he went to Camp Clayborne, Tenn. His next stop was at Fort Dix, only a few miles from his home, but due to the secrecy of embarkation he never had the opportunity of contacting anyone and it was not until months later that his wife learned that he had been so close to home.

It took his detachment 40 days to reach the Persian Gulf with brief stops at many far off ports to refuel. In contrast to this long

Highway Honor Roll



News from Our Men In the Service

In a recent letter to Paymaster Clyde Case, former Asst. Foreman Elwell S. Clugston of the Institutional Road crew says:

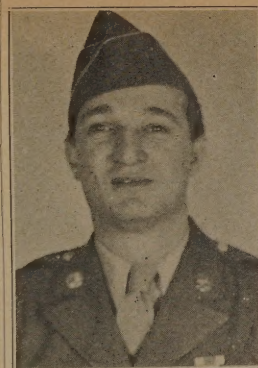
"I know you will be surprised to hear that I went across, but it has happened. There is no place like the good old U.S.A. The Army has taken a lot of weight off me but I still have trouble trying to take a bath in my helmet. There is nothing but mud and rain. I don't believe there is a day that goes by that it doesn't rain some. The mud is ankle deep most of the time. You should see how fast I can dig a fox hole now. It doesn't take any time at all.

"Would you see that the Shield gets my change of address. If you want you can just give them this letter.

"Hope to be seeing you soon." Clugston, who is now in Italy, entered the service in December, 1943. His home is at 2118 Spruce St., Trenton. A letter will reach him if addressed:

Pvt. Elwell S. Clugston 42080637
85th Inf. Div., M.P. Plat.
APO 85, c/o Postmaster,
New York City.

Visits Trenton



A. N. SUSTICK

Alzem N. Sustick, who joined the army a month after Pearl Harbor, has a piece of advice to all prospective soldiers. "Never tell anyone you were a clerk in civilian life," says Al, "if you expect to see any action."

At the time Al joined up he didn't know all this and as a result he has been clerking ever since. Outside of that Sgt. Sustick has had little to complain about and enjoyed his furlough in Trenton where he renewed many old friendships. He is looking forward to returning to the Highway Department when the war is over. At present he is stationed at Valdosta, Ga.

SGT. ULLA

Sgt. Louis J. Ulla, formerly with the Administration Division, was a recent visitor to the Trenton offices. Louis is now stationed at Fort Myer, Va., where he is engaged in administration work. Prior to being sent to that base he had seen a lot of the United States during the two years he has been in the Army. Among other places where Sgt. Ulla has been are: Fort Dix, Camp Crowder, Mo., Kansas City, Camp School, Louisville, Ky., telephone school, and back to Dix.

journey, George came home in the almost unbelievable time of 40 hours. This was accomplished by means of modern transport plane by way of Cairo, Bengazi, Tripoli, Casablanca, the Azores and Newfoundland to New York. In less than two days after he left his mountain camp in Iran, George was walking on State Street, Trenton.

Due to the fact that he had received THE HIGHWAY every month since he left the Department, McCann seemed fully acquainted with all that had transpired while he has been away. In fact he said that once every 30 days he looked forward to an evening in bed with the paper during which he could once again meet his friends thousands of miles away.

In South Pacific

George J. Visokay, M/2c sends his latest address as: U. S. S. Nestor A.R.B. 6 Div. 2 c/o Fleet Post Office, San Francisco, Cal. He regrets that he cannot tell you where I am as others do, but the difference is that they are already permanently stationed while I am on a repair ship following the fleet. Should this letter fall into enemy hands they would know where the fleet was based.

"I am in very good condition and enjoy working with this modern equipment. No use kidding, I do get homesick once in a while. I was on one of the islands only once since I have been in the Pacific. Plenty of coconuts and servicemen but that is all. The natives had all been moved to another island. It will seem strange to see a civilian after seeing nothing but army, navy and marine uniforms for so long a time.

"Keep THE HIGHWAY coming. When I get a copy of the paper I would rather read it than eat. And I might say that mail means more to all these fellows than anything else in their lives. Best regards to all."

Prior to enlisting in the navy, Visokay was employed as a blacksmith at Fernwood where he is looking forward to resuming his duties when the war is over.

Projects Sergeant



A. N. SUSTICK

Guy Matty, Chauffeur who was laid off in June, 1943, when the reduction of forces went into effect, has returned to work as of October 23 in accordance with the Civil Service seniority rule and is now driving Supervisor Charles Willmott around on his daily duties throughout the State.

Ed McCabe reports wonderful luck on the opening day of the gunning season in Pennsylvania, bagging the limit allowed by law by noon.

Clark Reed is busily engaged in checking time tables between Florida and Trenton. Must be nearing time for the annual trip.

Numerous inquiries have been received by the writer as to whether or not that convict Cliff Hulse helped to recapture had made a second escape. No folks, that patch Cliff has been wearing on the bridge of his nose is the result of a very painful blind boil.

Photos Wanted

Photographs are to the pages of THE HIGHWAY what trimmings are to your Christmas tree. Without them this paper would have no more life than your telephone book, all of which brings us to the point of how you can help.

Anytime you run across some news for THE HIGHWAY, whether you are a contributing editor or not, think whether a picture is available which would help the story. This can be either a picture of a person or group, or something of general interest to our readers.

When you send in this photo to address it to THE HIGHWAY, 148 W. State St., Trenton. If it can be used, we'll use it—and whether we use it or not, we will most surely see that you get it back. Your earnest cooperation will be greatly appreciated.

EQUIPMENT ITEMS

JAMES O'ROURKE

Jim Henschel, one of the first of Fernwood Guards, resigned as of November 1. This was necessitated by the illness of Henschel's mother which compelled him to seek residence in another climate. To Jim, who was well liked by all who knew him, we extend our best wishes for the future welfare of his mother and himself.

As customary, the boys of Fernwood Station through their flower fund have sent fruit cakes for Christmas to the many boys in the service in various parts of the globe. A card has been received from Sergeant Stewart Long, who was in Curacao, saying he had received his cake but that he had to fish it out of the harbor. It seems while unloading the boat, the basket containing the mail sacks broke the slings and dumped the contents into the water. But Longie evidently smelled the cake because the boys went overboard after the packages and his was recovered. Inasmuch as the cake was wrapped in cellophane, it was not harmed a bit and was enjoyed by Stewart and his pals very much. Some of the packages for the other boys were entirely destroyed, but thanks to the care and good work of Larry Gere in preparing the cakes for shipment—the Fernwood cake came through the ordeal unharmed.

Word has just been received from Sergeant Jack Boulden of his arrival at his new base "somewhere in Netherlands East Indies." Jack says he is still with the best Troop Carrier Squadron in the U. S. Army. He is hoping for a furlough around Easter and we at Fernwood are hoping with him as we would all like personally to hear of some of the exploits he has participated in.

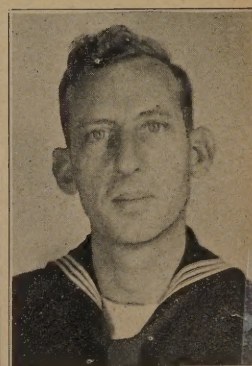
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Repairs Ships



EM 1/c MCGINNIS

George McGinnis, E. M. 1/c, formerly of the Electrical Division, is now stationed in the Boston Navy Yard after somewhat extensive traveling throughout the east as a member of a ship repair unit. McGinnis, at this writing, is looking forward to service in the South Pacific and visited the Trenton offices to say good-bye to his many friends.

Back the Attack —

BUY
WAR BONDS

PROJECTS PARAGRAPHS

E. L. MEYER

Information recently received reveals that **Warrant Officer Ernest Topping** is now on Tinian Island in the Marianas group.

He watched the pre-invasion bombardment of Tinian from off shore; and we judge from that that he must have been with the early outfits to land there. His address is:

W. O. Ernest Topping
67th U.S.N. Constr. Bato.
F.P.O., San Francisco, Cal.

Inspector Fred Homeier, of White Horse, has been seriously ill since early in August but is now able to get around a bit, and has visited the office a couple of times.

Johnny Houman took over his work and is still carrying on for him.

Fred's doctor told him to go to the shore for a long rest, which he did, and he made a gradual recovery but is still waiting for the doctor's O. K. to return to work. Luckily, Fred had plenty of sick leave.

We hope he's back with us again soon.

Captain Percy Boughton has also visited the office recently. He stopped in to tell us that he is being released from the Army the 11th of November.

Since his enlistment, Captain Boughton has been stationed at Fort Dix. His most recent assignment is that of Assistant Post Engineer.

Mary D'Arcy received a letter from **Joe Aiello** saying that he will be home for Thanksgiving. He will have a twenty-one day furlough and we're looking forward to seeing a lot of him during that time.

We hope Joe's new assignment will be nearer home than the Aleutians where he's been for more than two years.

Your M. C.
presents—
THE LADIES...
Bless Them

Our boys' progress in the European theatre of war is very much in evidence by the souvenirs they have been sending to the home front.

To **Bernadetta Johnson** has come an array of gifts . . . lovely silk scarfs from Italy . . . binoculars and a little clock of German make . . . a camera and many other articles of interest.

Marie Cristian, who has already received fine French handkerchiefs, is awaiting the arrival of a German helmet together with a huge Nazi banner. The latter is one of nine brought back by one of the boys in Joe Cristian's company who ventured into the middle of the night to do a little scouting on his own.

Along in a shelled-out house somewhere in France and looking desperately in need of a little cheering was a nun-like wood carved figure which is now in the possession of **Claire Laczoni**.

With a four-hour pass, **Stao Kanyuh's** son started out confidently to do his Xmas shopping in Belgium. It was a disappointed soldier, however, who returned to his camp empty-handed, having found no gifts available.

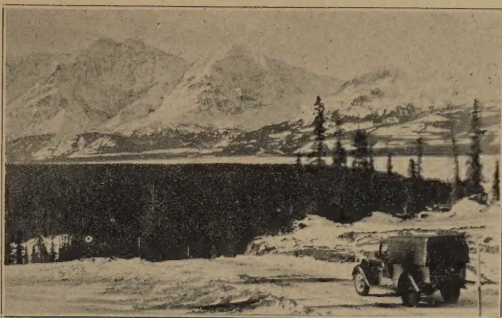
We wonder what the shopping conditions are in Holland where **Jack, Evelyn Maley's** husband, is reported to be stationed.

Highly waxed corridors are still a menace to the ladies, the latest victim being **Anne O'Connor**.

When Private **Rizziero Cintia** ("Champ" to us) comes home on a furlough, finding time to visit his friends in the Department is simplified by the fact that **Josephine**, his charming wife, is also a co-worker.

It is no longer novel to hear of our girls dashing off to Texas, California or Virginia to visit their husbands in the armed forces. **Ruth Foose**, our newest member of the Highway, adds the State of Wyoming to our list as she con-

THE ALCAN HIGHWAY UNDER SNOW



This view of the famous highway to Alaska shows the majestic scenery through which it passes as well as the start of one of the many treacherous grades. In this particular instance, it appears as if the road were about to drop into a bottomless pit. Eventually realignment will eliminate grades of this type according to Arthur Stetser of the Bridge Division who recently returned to the Highway Department after two seasons spent on the construction of this important highway.

PLANNING SURVEY

JOHN CHRISTIANO

Everything remains serene in the Northern Division while **Jim Driscoll** and **Chuck Connors** (also known as the "Burton & Gallagher" team) remain in "them thar Sussex Hills" on S-31 through Andover. We wondered why—with all the de-emphasis on home defense the Sussex County boys are still on the alert. (Cheer up Sussex, they can't remain forever). This reminds us that **Downy Marinaro** and his institutional maintenance gang are handling the construction of the above mentioned project.

Seeing **Miss Becker** fly around this office, one would not think that she is one of the hostesses in the Paterson U.S.O. We don't like to mention this but **Vince Berbech** has not only assumed added office responsibilities but has also added several to his carcass. Better get started on the daily dozen, Vince).

Mr. Delgado was vacationing at Ocean Grove when the hurricane struck. His description of it makes the story of the "Green Hornet" sound tame.

The I. B. M. Tabulator jammed last week. With the able assistance of **Joe Natale**, **Pres Northrop** was able to clear the machine. No job too big or too small, that's our motto.

Lillian Patania, our Key Punch Operator, sure was punching the keys last week. In fact, the machine started to smoke and smoke enough started to burn. Take it easy, Lil, the boy friend will write as soon as the novelty of "Seeing Paris" wears off.

The sweet woman phoned **Ed Strack** the other day to tell him she forgot to firmly press the cork in the thermos bottle in his lunch pail—need we say more?

Al Maspoli spent his vacation in Rockland County, New York, picking apples, etc. He says getting up before breakfast is not so hot. We wouldn't know.

Looks like the wedding bells will be ringing soon in this office. **Johnny Annucci** has that dreamy far-away look in his eyes. You don't have to ask him the second time for a cigarette now—you know after he says no the first time he means it. Says he must

templates her trip to Fort Francis where her husband, who has been ill, is stationed.

Another on the absentee list is **Anne Spector**. Anne will join her husband in Texas and at the same time take that much needed rest which she so fully deserves.

A round robin of birthday parties was held in the space of a few days last month. Those honored were **Helen Disbrow**, **Eileen Logan** and **Evelyn Maley**.

Also feted on her birthday was **Lorraine Finkle**, with a luncheon held at Mary Gray's Tea Room.

save money now. (That's the spirit, Johnny).

Quite an epidemic of colds in this office, but being the rugged type, we can take it—I hope.

Walter Yucho has a couple of new upper molars. Line forms on the right, girls, because Walter sure is the answer to the maiden's prayer now.

Some news from the Traffic Dept.

Wesley Bellis, Traffic Engineer, ably assisted by the following: "Mike" Vernicola—the inventive genius; **Connelley J. Haniffin**—former theatrical man—"Neil" as he is known to the boys, still bangs the piano; and **Howard L. Brown**, known as "Kid" in Spanish American War. The Kid was well liked by Teddy Roosevelt and his rough riders.

Tommy Downs—one of the youngest men in the 29th Division—1st World War.

Ice Control and Snow Removal

(Continued from Page 1)

nations of snow plows with trucks, tractors and graders. An inventory of major equipment used for snow removal on the System lists 550 displacement plows, 10 rotaries for truck and tractor attachment, and 618 trucks, tractors, graders and snow loaders. Trucks used in plowing range from one and one-half tons up to the powerful 10-ton units.

Speed is an important factor in the opening of heavily traveled routes, and for this reason high-speed snow removal equipment is necessary. Speed in displacement plowing has been found valuable not only for the quick opening of highways, but also because a fast-moving plow throws snow completely off the road and shoulders.

Drift Control Important

Pre-winter maintenance through power-mowing and the removal of brush and other obstructions along the right of way, which may cause drifting, is a great aid in keeping traffic moving with a minimum of plowing expense through the winter months. Snow fence is another. The fence drifts the snow off the road and allows normal plowing rather than the plowing of drifts. In the setting up of snow fence previous experience in the location of drifts is the best criterion for points at which it should be erected.

Many Causes of Ice

Providing adequate safety on the highways during the winter has become a major problem, requiring constant vigilance on the part of the maintenance forces. The need for such extraordinary care is demonstrated by the fact that the winter accident rate in New Jersey increases 22 1/2 per cent over the summer rate.

Many combinations of weather cause the formation of ice on pavements during the winter. These include freezing rain, sleet, foggy conditions with near freezing temperatures, cloudy weather with a low temperature and a high humidity, snow from previous storms alongside the road, and snow near the freezing point coupled with a sudden drop in temperature.

A large number of accidents that

BRIDGE BRIEFS

A. J. LICHTENBERG

Arthur H. Stetser recently returned from work on the Alaska Highway calls attention to one of its steepest grades shown in the beautiful view at left. We understand that cautious driving is always necessary, and pole markers serve as guides throughout the length of the highway. The return of Staff Sergeant **Orton B. Smith** from Iceland, England and France after an absence of three years accounts for **Chester Smith's** smiles. "That's my boy" remarked Chester. Two women were talking—the first asked: "Does your husband talk in his sleep?" The second replied, "No, and it's terribly exasperating, he just grins." . . . **Lieut. Commander Fred Hunter** and his Public Works Department at Moffett Field, Calif., was recently featured in The Moffett News. It seems that Fred and three hundred assistants are charged with the responsibility of keeping the Lakehurst of the west functioning efficiently. The work covers a wide field and includes in part locomotives, rolling stock, refrigerating plants, reservoirs, landing fields, dikes, roads, heating and ventilating systems, and a splendid office from which to direct operations. The current worry is a manpower shortage. . . . She was a good looking blonde, and when her tire went flat she hailed a passing bridge division employee. He stopped—"Wonder if you'd help a girl in trouble?" she inquired. The B. D. employee said, "Sure, sister, what kind of trouble do you want to get in?"

Seen in a letter from Supt. **Wm. B. Meytrott** of McKinley Memorial Hospital, Trenton concerning Highway blood typing: **Mr. Hefferman** in particular, who I understand was in charge of the group, was extremely cooperative at all times, and I assure you that it was a pleasure for the doctors, nurses and myself to find such co-operation. . . . **Jimmie**: "What is middle age, Dad?" Father: "Middle age, my son, is that period in a man's life when he'd rather not have a good time than have to get over it." . . . How about few words from **C. S. Bissel**, **A. J. Hall** and **F. S. Wilson**?

occur on icy roads are the result of skidding. K. K. the maintenance crews that are expected to provide skid-proof pavements for winter travel. Maximum safety calls for the use of treated abrasives, spread evenly over the surface. A wide variety of materials is used in ice-control operations. The best of these appears to be cinders because of their hardness and irregular shape, enabling them to dig into the ice more efficiently.

Speed Is Important

The treatment of abrasives with chlorides is very necessary where freezing temperatures prevail during most of the winter. Besides aiding in anchoring the abrasives, they greatly help in the removal of the ice through their chemical action.

Speed of operation and a good tie-in with the Weather Bureau in receiving storm warnings also aid materially in preparing for emergencies. Also of great importance are the efficiency of the maintenance organization and the loyalty of the men who are required at any time of the day or night to go out into a storm to furnish protection for the motorists.

Administration Division

BILL WARD

(The Administration Division's regular columnist, **Arthur J. Egan**, was so awed and bewildered as the result of his recent fatherhood and so overburdened with his duties as financial secretary of the Ten Year Club that his column this month is being handled by **William A. Ward**. As a pinch-hitter, we would say that Bill has delivered very well. Ed.)

Congratulations to **Arthur J. and Florence Goodwin Egan** upon the birth of a son on November 6, 1944. The boy has been named **Arthur, Jr.**, and we are glad to report, along with his mother, is doing well.

The Daily Operators' Reports which are sent to his office are often a source of bafflement to **Paul Cramer** and his staff. On these reports the operators of equipment designate how the equipment was used and other data such as the hours of use and the mileage covered. This would seem to be a colorless procedure, but every now and then a report causes Paul to sit back and shake his head in wonderment.

There was one report in which the driver used a car for one hour and covered 220 miles. This is not believed. Another, in which the operator declared that he spent nine hours removing dead animals from the highway. Paul pronounced this intriguing but incredible. There was a third in which the driver noted that he stopped to bury a dead skunk. Aside from other considerations, this raised the point if he would stop to bury a live one. Finally, there was the operator who refused to be bound by the official designation of the weather indicated on the report. To the Highway the weather is either "Stormy or Clear," but this individualist calling em as he saw 'em would simply write "Beautiful" or "Lousy."

CHATTER. **Harold Jamison**, vigilant defender of our coastline, has been promoted from Seaman First Class to Coxswain in the Coast Guard Reserve. . . . **John Egan**, the talent scout, has forsaken the theatre for the radio. He has recently made four trips to New York to attend broadcasts. . . . A letter received from **Sol Bonfantin** indicates that he has seen quite a bit of action. At his last writing he was with an armoured outfit in Holland. . . . **Frank Matzer**, genial custodian of the Mail Room, has returned to his duties after a vacation spent establishing and decorating his new home. He calls that a vacation, does he? . . . **Charles A. Hurley** traveled to Baltimore to see the Navy-Notre Dame Game. He still winces as he recalls the Navy power. . . . **Elgin (Lem) Mayer** bought steak dinners for **Earl Hankinson** and **Bill Ward**. The next to make Lem get the table will be **Byron Beans** who becomes a member of the Blood Bank Gallon Club this month. . . . **Charley Engenach** is the latest member of the Administration Division to join the Philco part time workers. . . . Received a card from **Pet. Kermit Bonner** of the Medics telling us to expect him home on furlough soon. Kermit expects to leave the country shortly after his furlough. . . . **Sgt. Lew Ulla** of File Room in to visit **Ernie Birch** and the Gang.

WINTER SAFETY CONTROL

	SNOWFALL IN INCHES	SNOW REMOVAL	ICE CONTROL	SNOW FENCE	COMBINED OPERATIONS
1940	28	\$303,000	\$283,000	\$79,000	\$665,000
1941	33	\$460,000	\$280,000	\$95,000	\$835,000
1942	17	\$161,000	\$308,000	\$101,000	\$570,000
1943	18	\$254,000	\$352,000	\$86,000	\$692,000

The above chart shows the cost of snow removal in relation to ice control and the erection of snow fence over the past four years, together with the average snow fall during that period. It will be noted that ice control represents approximately 50% of the total expenditure. This reflects the increased public demand for added winter protection.

Maintenance Notes

GENE BECKNER

As an aftermath of the election, free dinners have been passed around. Tom Kuba was the guest of Jimmy Walter and Gerry Cahill was feted by Charlie Fearnley. A straw vote taken just prior to election day indicated just the opposite of the ultimate results.

It was with regret that we learned of the death of Eli G. Sutton, 69, an employee in Foreman Paul Haney's maintenance crew in the Clinton vicinity since April, 1931. Mr. Sutton died at his home in Calif on October 24th. Surviving are his widow, Mrs. Margaret Anderson Sutton and a daughter, Miss Iva Sutton. Eli Sutton was a faithful and conscientious employee and will be sorely missed in Paul's gang.

Harrison Southard, formerly employed in Syd. Webster's crew, has completed his training at Fort Jackson, S. C., and is now on his way to an overseas destination. No. 32770803, Harrison may be reached by addressing a letter to Co. "C," 81st Eng. Combat Bn., APO No. 443, c/o Postmaster, New York City.

Andrew Del Vecchio and his wife are being congratulated on the birth of a baby boy, who arrived late in September. The young fellow, who weighed 6 lbs. 13 oz. at birth, has been christened Dominick after his paternal grandfather. Both mother and son are doing nicely. Andrew works in Le Grande C. Ely's crew up around Netcong.

A difference of opinion as to the percentage of rise in the cost of living in a recent discussion lead Charlie Walklett to bring in an advertisement taken from a local newspaper of a past date. The ad listed the following prices: Prime Chuck Roast—15c a lb.; Smoked Picnic Hams—12½c a lb.; Stewing Chickens—15c per lb.; Creamery Butter—32c per lb.; Tree Ripened Florida Oranges—20 for 19c; Large Can Sliced Pineapple—15c. Can you guess the date on which this ad might have appeared? Answer at bottom of this column.

Paul Ljutich says he has it from an unofficial source that the new income tax form contains only 3 lines:

1. What was your income for year?
2. What were your expenses?
3. How much have you left?—Send it in.

Our sympathy is extended to Charles Brown, whose wife Hazel died Thursday, October 12th, following a long illness.

Pfe. John B. Long, formerly employed in Foreman Augie Newman's crew, writes from North Africa that after bumping around on what they call roads over there he is certainly looking forward with pleasure to riding on Jersey Highways on his return.

Mrs. Anne B. Curtin, wife of Sgt. Edward Curtin, formerly Assistant Foreman under Supervisor Klockner, writes to inform us that Ed. is now stationed in England. His address: Sgt. Edward Curtin, 12049249, 157 General Hospital, AFA 507, c/o Postmaster, New York, N. Y.

Supervisor Jack Carr has received a letter from John T. Jr., who has been stationed in the South Pacific Area for almost two years reading: "Roll out the barrel! This is it!" Here's hoping he makes it by Thanksgiving.

Hear the one about the two members of the old fraternity, who hadn't seen each other in many months who paused to exchange the mystic grip and a bit of gossip.

"How's old Bill these days?"
"Oh, he's much improved since his operation."
"Operation? Didn't know he'd had one."
"Oh, yeah; they removed a brass rail that had been pressing against his foot for years."

The prices of foodstuffs shown in one of the items above appeared in an ad in the Trenton Evening Times dated Jan. 11, 1940.

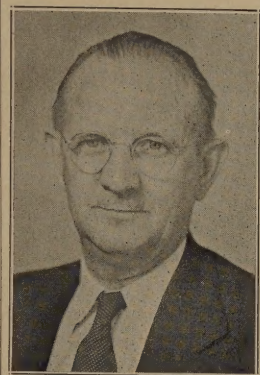
DON'T FORGET

DROP A LINE TO A HIGHWAY-MAN IN THE SERVICE TONIGHT.

Baker Honored By Vets Order

Elected Commander of Trenton Chapter Military Order of the Purple Heart

Frederick J. Baker, a member of Supervisor of Earl Storer's organization and a veteran of 25 years with the Highway, has been honored by being elected commander of the Trenton Chapter 1776 of the Military Order of the Purple Heart.



FRED BAKER

In his new position, Baker is most anxious to obtain this decoration for all eligible veterans of the last war. At that time it was necessary to make application for the Purple Heart and because of this many a veteran never received the award.

Since there is no time limit governing the awarding of the Purple Heart, any eligible veteran can make application by addressing Baker at 206 Brinton Avenue, Trenton.

The Trenton Chapter, of which Baker is commander and one of its founders, was named in honor of the Battle of Trenton which was fought on December 25th, 1776. To this Highwayman who was wounded in France during World War I goes the honor of naming this Chapter.

LABORATORY LINES

Norm Schaller

Your new Laboratory Lines reporter is happy to announce that Mrs. Schaller has presented him with another daughter, Beverly Ann, born Oct. 20, 1944. Both Mrs. Schaller and the baby are doing very nicely.

Ed Baumann was a recent visitor to the Lab. We are glad to report that Ed looks like his old self again since returning from overseas. He is now stationed at Caven Point and is working out as an M. P.

Joe Schlottenmeier is still on the sick list. Last reports from his home say that Joe is now coming along nicely and is champing at the bit to get back to work.

Peg Beatty and daughter, Joan, are now in San Diego, Calif., where husband Ed, a Navy Lieutenant, is stationed.

In honor of her birthday, Jennie Majeski was recently entertained at the Old Heidelberg by the girls in her office. Jennie also has the distinction of having been with the Highway Department for twenty years.

Word has been received by Jim McDonough from Jim Clark, a former Lab employee, that he is now located at Lowry Field, Denver, Colo., with the U. S. Air Forces.

An innocent looking pig from a nearby farm crashed the gate to the Lab grounds recently and caused no little excitement and trouble in the resulting pig chase. Jule Smoliga is still nursing a cut and bruised leg which he received when a guy wire holding a tree in place suddenly got in his way.

Ralph Sherman's son, Wendell, left for induction at Newark on November 16. Results not known as we go to press.

Construction Comments

Fred C. Claus

TRENTON

Of interest is the transferring of Carl Slemmer to our temporary field office located here in Trenton on Academy Street. Regrettably, Carl has not been in the best of health of late, but it is hoped that in the near future he will be fit again and raring to go.

A recent visitor to the New England area was Mr. Temperley, who, while on vacation, spent some time visiting friends and members of his family residing in the northeastern part of the country.

For some time past, Lew Hall has been a member of the Naval Coast Guard Reserves, serving regularly out of the Philadelphia district. Lew's contributions to the war effort have been many and varied, including rationing board work and air warning service.

Lorraine Finkle cast her first ballot in the November elections and won a dollar from her pappy on the outcome. Incidentally, it was the first time that Mary Filipponi cast a presidential ballot.

To Alex Cohen is extended every sympathy upon the recent death of his mother.

UPPER MONTCLAIR

Resident Engineer J. S. Neville was recently elected Commander of the Ridgefield American Legion Post. As he is also Borough salvage director, we foresee a very busy winter for Sid.

The recent transfer of Tom MacDearman to the Newark Office constitutes a double loss for Montclair. We lose not only the pleasure of his company and quiet humor, but also the use of his mighty radio for the twelve-thirty news flashes. Having only the morning newspapers to base their theories on, Charlie Mathews' corps of noon-hour strategists are laboring under a distinct handicap.

We understand that the recent hunting trips of John Matchett, our only Nimrod, resulted in plenty of exercise, a few scratches, considerable expenditure of ammunition, one ducking and one duck.

Captain Ronald Crawford is now stationed at Geiger Field, Washington, which is a training station for Aviation Engineers. He is Asst. Chief of Management and Control, and a member of the post staff. Having Mrs. Crawford and their son, Ronald, with him makes a very pleasant change from his recent South Pacific assignments.

WOODLYNNE OFFICE

After an absence of 2 years from the Highway Department and working for the U. S. Army in various parts of the country, Wayne Tusing—better known as Seth Thomas, Jr.—has once again invaded the Woodlynne Office. Besides surveying and planning, Seth is a renowned watch and clock repair man.

Two days after his arrival in Woodlynne, Jr. proceeded to repair the office clock that has hung on the wall for the past 9 years and has kept good time. After several adjustments, it was again back in its place on the wall, but has never been the same, in fact it stuck 16 times for 12 noon.

Upon investigation, Seth found the only thing it needed in the first place was winding.

John G. Eyre, Sr. Highway Engineer, who suffered a heart attack several weeks ago, has been ordered to remain in bed by his physician for several more weeks. We all wish you a speedy recovery, Jack.

Frank I. Shoemaker, Resident Engineer, and veteran of World War I as well as a faithful airplane spotter until that organization was disbanded, has been attending classes for Coast Guard Reserves of the Port Security.

BLOOD DONORS

If you are a member of the Red Cross Blood Donors Gallop Club and have not notified State Employees Chairman George A. Heffernan of that fact, sit right down and drop him a line.

George is making every effort to keep his records straight and deserves all the cooperation you can give him. The address is State House Annex, Trenton.

Wm. C. Bearce Killed in Action

Was Son of Foreman Oliver Bearce of Maintenance Division

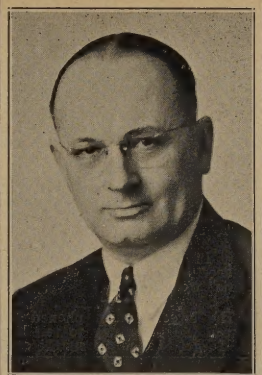
It is with regret that we report the death of William C. Bearce, Seaman 1C, C. B. Headquarters Company, USNR, the son of Foreman Oliver H. Bearce of the Maintenance Division Sign Painting Forces. Seaman Bearce attended Kuser School and was a graduate



WILLIAM BEARCE

of Hamilton High School, Hamilton Township. He enlisted in the armed services in September, 1942, and at the time of his death is believed to have been stationed in the Hawaii area. His father, Oliver, has been in the employ of the Department since May, 1931. He designed and made both the Department Honor Roll of Employees in the Armed Services which hangs in the Commission Meeting Room and the Maintenance Division Honor Roll which hangs in the Maintenance Division Office. On behalf of all of the employees in the Department may we extend to Mr. Bearce our sincere sympathy, and with him take pride in the sacrifice which this young man has made for his Country.

Elected to Boro Council



AUSTIN NEWMAN

Victor at the polls on November 7th, Austin F. J. Newman will soon assume the duties of Councilman in the Borough of Roselle Park. "Augie," as he is more familiarly known, resides at 33 Warren Avenue, Roselle Park and is employed by the Department as a foreman of highway maintenance. He started with the Department way back in October, 1919, and is one of our real veterans. In the recent election, he had the distinction of running high man after all ballots were counted. We wish him a successful administration.

SYMPATHIES

The sympathies of all are extended to Pasquale Piersanti, a member of Jack Fulton's Fernwood maintenance crew, upon the recent tragic death of his granddaughter, Angela Astori, age five.

The little girl was fatally burned while playing in her home when a Halloween suit which she was wearing accidentally caught fire. A first grade pupil in St. Mary's Parochial School, Angela was the daughter of Mr. and Mrs. John Astori.

ELECTRICAL FLASHES

John Kilpatrick

We welcome Kennard S. Coulter of Millville, son of Charles Coulter, bridge operator at the Rt. 49 Maurice River Bridge, back to his duties as Vacation and Sick Relief man in the Southern District. Ken has been in the Army since December 9, 1943.

Congratulations to Armand "Herman" Innocenti on the birth of his son. Herman's foreman, Walter Schuetz, and his co-workers Leonard Liebich and George Walters are kept well informed as to the excellent progress of mother and child.

Russell Henry of Keyport has been promoted to Supervisor of Bridge Operation in the Northern District. He is ably assisted by Mechanics William Emmons, Frank Force and Andy Snellgrove.

Among those receiving birthday greetings in November are the following:

William H. Andrews, of Millville; Louis Armand of Tuckahoe; Bowen Bartlett, of New Gretna; Horace Bozarth, of Wading River; Edward Broderick, of Brielle; Harvey Coverdale, of Cape May; Ward W. Dean, Sr., of Ocean Grove; James A. Dubell, Sr. of Ocean City; Paul Francois, of Union City; Lloyd E. Gomm, of Jersey City; Frank Herbert, of So. Belmar; Van Dora Hogate, of Quinton; Harry Le Wicky, of Bloomfield; Norman J. Lewis, of Neptune; Walter Lipari, of Hawthorne; Harry Lishman, of Haddonfield; Harry W. Lowrie, of Paulsboro; Harry W. Ober, of Lakewood; John W. Parker, of Ocean City; Peter B. Pearce, of Brielle; Courtney Raymond, of Matawan; James J. Reilly, of Jersey City; Jeffrey Reynolds, of No. Arlington; Frank Rochat of Carlstadt; Charles D. Simonton, of Fairlawn; Joseph Smith, of Bradley Beach; Edmond Stoeckel, of Irvington; Frank L. Wood, of Titusville.

Joseph Smith, Operator on Rt. 35, Shark River Bridge, Belmar, has reported back to work after being confined home for a week on account of illness.

Charles Hinelein, Operator, Rt. 35, Shark River Bridge, Belmar, is on leave of absence due to the illness of Mrs. Hinelein. We wish her a speedy recovery.

Again we have news that John Potanik, Attendant on the Little Ferry Bridge, who is confined at the Bergen Pines Hospital, is improving and hopes to be back to work soon.

LAND and LEGAL

ED DRAKE

William R. Johnson, son of M. Russell Johnson, has completed his boot training in the U. S. Navy at Bainbridge, Md., and has now been assigned to Quartermasters School at the same place. After completing his schooling of sixteen weeks, he expects to be assigned to sea duty on a Destroyer Escort or P. T. boat.

Frank Skillman's home sets up on the hill at Washingtons Crossing where the wind blows strong. It is reported that his cellar is full of cord wood, but how can the house be insulated with that?

Jim Laffan knows dated and musical scores for many years back. If you want expert advice on these items, call extension 567.

Thomas V. MacDougall stands on the street corners at noon studying military insignia. He can identify them all, especially the WACS and WAVES.

Frances Martin has finally been initiated into the Little Bazaar Magic Swachchamer showed her some card tricks and she was duly amazed.

Scheduled Meeting

The Engineering Association of the New Jersey State Highway Department has scheduled its Annual Meeting and Dinner for Friday, December 15, 1944, at 7 p. m., at Zig's Restaurant, 589 Central Avenue, Newark, N. J., with Commissioner Miller and our genial Mr. E. V. Connett among our guests. This should be an event long to remember.